



ENGINES FOR SALE

GARDNER 8LX as new complete with 2.1 hydraulic box, heat exchanger, oil cooler, manifold, etc. etc. £1,550 ono. Telephone: York 761882.

NEW 12hp FARMYMAN horizontal diesel engine, similar Perkins H1 38M, c/w 2.1 reduction gearbox, motor controls, cables, electric start, alternator, instrument panel, tools, manuals etc. current list price approx. £1,250, low only £1,070 including VAT and delivery Liverpool, despatched anywhere at cost, details Trade Winds, Romsey, Isle of Man. Telephone 0924 R1284, evenings 813683.

8 CYLINDER 80.5 litres Deutz engine, damaged crankshaft, recent top overhaul, pump and injectors, offers telephone day Bangor North Wales 2182, evenings 0248 900 283.

FOR SALE Ford D R/G crank, new liners, pistons and bearings, Parsons box, 400. Telephone: Southampton 24146.

KELVIN Glanville 1382 24hp, old but reliable, ideal for spares, offers telephone: Middlesbrough 83312.

RECONDITIONED MARINE DIESEL ENGINES MAKE SENSE

GUARANTEED Engines at almost half the price of new engines, 30-150hp.

OR build your own from high quality marinization parts.

For details:

VIKING MARINE INTERNATIONAL

PLAIN ROAD, FOLKESTONE, KENT.
Telephone: 57127. Telex: 868281.

SUZUKI outboard engines, economical, rugged, reliable, exceptional performance, lowest prices. Range 4, 6, 10, 15, 20 and 25hp, ax-amples 25hp 40hp, 10hp 25hp, 40hp 416 including VAT, delivered. Remote controls stocked, compare with any other makes offered, illustrated details Trade Winds, Romsey, Isle of Man.

MARINISED Perkins 6354 six cylinder diesel with manual direct drive gearbox, all in good order, spares, manuals, reason for sale too large for intended boat, 2500 ono, 7 St. Georges Road, Portland, Dorset.

K4 KELVIN 88hp, fair condition, also K4 and K1 propellers. Telephone: Fenner 71211.

NEW and reconditioned BMC 1.5, 1.6, 2.0, 2.5 also Ford 4D and 6D reconditioned, all fitted RPM gearboxes. Wells Diesel Marine, Riverbank Estate, Brumfiell, Norfolk NR13 5DL. Telephone: Norwich 712341 anytime.

GARDNER Ford, RMC and other marine engines, over 50 units new, rebuilt, secondhand in stock. £2,000 up to sensible prices. Send for price list. Belvoir Engineering, Drayton Mill, Nr Abingdon, Oxon. Stevenage 567.

SERVICES

EAST COAST DIVERS St. Andrews. Telephone: 3720 — for all underwater work.

BUSINESS FOR SALE

ANGLING and Sharking Charter Business, south west coast, modern 30ft, purpose built GRP boat, well equipped. Box No. 104.

FOR SALE COMMERCIAL PREMISES

St. Catharine's Place, Kirkwall, Orkney.

Modern fish processing factory of approx. 3024 sq. ft. and 14ft clearance to eaves with chiller (12ft, 6in. x 10ft, 3in. internal freezer 180. x 30, with total freezing area of 600, 6in. x 200, 6in.), portable cold store (28ft, 8in. x 7ft, 6in. x 17 — Station Clarke Williams plate freezer, fish washing machine, semi-automatic filling line, automatic oil disposal system, two hand sawing machines and complete set of Avery light heavy duty scales for sale as going concern or in separate lots. R.V. 770.

Further particulars from and offers to Paul and William, Advocates, 8 Union Row, Aberdeen. Telephone: (0224) 28282.

PUBLIC NOTICE

YORKSHIRE WATER AUTHORITY FISHING LICENCES 1976

NOTICE is given that the fishing licence duties for 1976 as fixed by the Authority following approval by the Minister of Agriculture, Fisheries and Food are as follows:

1. Rod licence to fish by rod and line for freshwater fish, non-migratory trout and sea trout throughout the Authority's area; and one for salmon and migratory trout throughout the area except in the Esk and its tributaries and in streams to the north of the Esk. It is permissible with this licence to fish in the Esk and its tributaries, and in streams to the north of the Esk, for freshwater fish, non-migratory trout and sea trout.

	Standard	State retirement pensioners
Season	80p	40p
Seven days	30p	15p

2. Special rod licence to fish by rod and line for salmon, migratory trout, freshwater fish, non-migratory trout and sea trout throughout the Authority's area.

	Standard	State retirement pensioners
Season	£8	£4
Seven days	£3	£1.50
One day	£1.50	75p

3. Salmon net licence to fish for salmon and migratory trout in the area within the Authority's area:

(a) by drift net, or by drift or seine net, between Horse Back near White Stone (Easington) and Spurn Head, and

(b) by T or J net between Hayburn Wyke and Spurn Head.

	£30 per net
Season	
Seven days	£50 per net

4. Eel net licence to fish by net throughout the Authority's area. Season 50p per net. West Riding House, 87 Albion Street, Leeds, 1.

A. B. SALOWIN, Chief Executive.

DELIVERIES

KYLES MARINE SERVICE for deliveries of all vessels up to 500 tons. Telephone 8243 64 458.

SITUATIONS VACANT

SKIPPER and crew required to operate seine net vessel, 200hp engine. Apply Box No. 161.

LARGE DUTCH FISH COMPANY

LOOKING FOR A

REPRESENTATIVE IN ENGLAND & WALES

Needless to say we want a man with experience and know-how in the fish business, with good contacts all over the country.

Applications with course of life to be sent to: **BOX No. 168**

SITUATIONS WANTED

SKIPPER TRAWLER/CLAMPER crew available. Box No. 146.

DEVIN AND FURNWALL diver's all major water work, any location. Telephone: Westbury 812.

YOUNG man looking to buy or share trawler requires thorough training in offshore fishing industry, minimum wages accepted for training period. Telephone: 01 778 8657.

SKIPPER willing to work hard for good returns. Box No. 164.

WANTED

NEED 12 volt regulator at similar Telephone: Farnham 27088.

We Buy Lobsters

Best prices paid for English lobsters. We will collect, cash or delivery anywhere in the U.K.

Telephone 3808 or nitor hours 81003.

Northsea Sea Foods, Import Dock, Sth. Northumbria

WANTED large quantities whole pike, now or secondhand. Box No. 167.

WANTED half ton or more ton hydraulic capstan winch, Seawinch or similar. Tinsbury, Woodside, Nottingham, Notts. Telephone: 2519.

WANTED small sunbathing unit. Quantity of 100,000. Telephone: 01 778 8657.

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SUCCESSFUL SKIPPERS SPECIFY AIRCO

SYNTHETIC SEINE NET ROPES manufactured by **AIRDALE ROPE CO.** LEEDS 13. Tel: Pudsey 5568.

SKIPPER and crew required to operate seine net vessel, 200hp engine. Apply Box No. 161.

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fishing news

April 2, 1976 No. 3270 Est. 1913 12p

MIRRELS BLACKSTONE DIESELS

010 000 000

FISH FACTORIES PICKING UP 200 MORE JOBS ON HUMBERSIDE

A WELCOME upturn in the sales of frozen fish has resulted in 210 more jobs in factories on Humberside over the past three weeks. Output of fish fingers and breaded and battered products at the two Findus factories in Grimsby is being increased and, at Hull, the company is pushing up production of blocks and plaice products.

The saving towards prepared fish products is seen in part by Findus as consumer resistance to the high price of fish and chips.

This claim was refuted by a spokesman for the National Federation of Fish Friers who told *Fishing News* on Tuesday that trade was buoyant.

"The public have got used to having high quality fried fish and, while it is more expensive, they are continuing to stick with it," he added.

This move by Findus is a rapid change round from the policy of non-recruitment operated by the company over the past six months.

During this time, Findus announced the closure of its factory at Aberdeen.

The company's technical

director, Colin Birch, stressed that the recent increase in staff on Humberside and the re-employment at Aberdeen are in no way related.

"Sales of prepared fish products which are made on Humberside have increased dramatically since Christmas but, sadly, the same cannot be said of the sales of the smoked fish and fish fillets which are produced in Aber-

deen.

"For some time all our fish factories have been working at less than full capacity. We found we could not buy suitable plaice in Scotland and, with fillet sales declining, the only economically sensible thing to do was to close the Aberdeen factory and move some of its produc-

tion to Humberside," he said.

Redundancy terms and severance payments have been agreed with the unions involved and a number of the Aberdeen staff have been offered jobs by the company.

Mr. Birch added that both Hull and Grimsby would benefit from the decision as it would lead to 200 more jobs on Humberside.

Production of smoked haddock and kipper will continue to be carried out in Scotland and prime Scottish fish, transported overseas, will be used for much of the additional work on Humberside.

Later this summer, when Findus begins production in the former Findus factory in Hull, new jobs for more than 50 people will be available.

CATCH LIMIT FIXED FOR ICELAND

IN LINE with the British Government's policy of restraint at Iceland, the trawling industry has agreed to limit catches from the area to 100,000 tonnes a year. The limit set for cod out of this total is 85,000 tonnes.

Only 26 British vessels were reported to be fishing at Iceland last week and the voluntary agreement allows for 105 named trawlers.

The Foreign Office has denied rumours that Britain and Iceland were on the verge of an agreement following secret meetings between the two countries as a result of pressure from NATO.

One Humberside skipper was not too sure that there was not some truth in the story and told *Fishing News*:

"There's no smoke without fire."

"We keep getting these mysterious instructions to play it cool and 'stay put' and I wouldn't be surprised if there was something going on behind the scenes. I only hope

they don't sell us down the river."

The hull in Icelandic gunboat activity off eastern Iceland ended abruptly at the weekend when the converted trawler *Baldur* collided with the British frigates *Galatea* and *Diomedes* last Friday and Saturday.

The second incident on Saturday with *Diomedes* was by far the most serious and one of the worst yet seen.

Diomedes was holed five times above the waterline during four collisions with *Baldur* and, in the worst, *Baldur* tore a hole 18ft long and 8ft wide

after British sources claimed the gunboat swung her stern deliberately into *Diomedes*.

The action happened off the north-east coast, where *Baldur* made 15 attempts to

attack *Diomedes* to attack trawlers fishing nearby with her cutting gear. After the fourth collision, the frigates *Galatea* and *Juno* rushed to

assist *Diomedes*.

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'Meagre' trip of the year

SKIPPER Wally Harris in *BUT's* Northern *Reward* stole the limelight at Grimsby last week with a £36,465 grossing from 2,260 kits — the best landing by any wet-fisher at the Humber port this year — after a 22-day Norway coast trip.

Northern Reward turned out some exceptional large haddock (over 1,200 kits) averaging £22 and just on 700 kits of reds, which sold well around the £12 mark.

This grossing reflected a much sharper week of trade, with demand picking up quite decisively. *BUT* checked up

another good Norway coast grossing of £35,822 from *Vivara* (Skipper Roy Kurz) with 2,211 kits of haddock, colley and reds also after a 22-day trip.

However, in spite of the better markets, there was the familiar pattern of losses on fewer catches were kept low because of terrible weather and the relentless gunboat activity.

Several vessels struggled to

turn out 1,000 kits (nearly all codstuffs) and the best Icelandic grossing only just topped £23,000.

The middle water trawlers maintained their improved form and *BUT* cashed in again with all its 131-footers.

Ross Zebra (Skipper Ron Reeves) landed a staggering 1,411 kits to gross £20,346 after a 13-day North Sea trip and her daily average catch of 108 kits has seldom, if ever, been bettered.

Ross Tiger (£20,073 from 1,294 kits), *Rose Gene* (£18,640 from 1,093 kits) and *Rose Cheeta* (£15,567 from 969 kits) rounded off a

highly satisfactory week for the 'cats' and Taylor also had four trawlers grossing over five figures, with *Yesso* (Skipper Peter Brown) on

primo fish no one could equal the 25-year-old Belginn beamer *Jean Helene* (0 316) which scooped up a big payout of £8,298 from 1,077 kits, nearly all plaice, through the A. E. Richardson & Co. Ltd. agency.

Top seiner was Sleight's *Foursome* (Skipper Geoff Cooper) which, for the second time this season, out-grossed many of her more modern sisters to head the list on £5,492.

cont. from p. 1

Boyd Jnr., president of Hull Fishing Vessel Owners' Association, said: "With the departure of each of these and other ships, some 30,000 kits a year of British catching capacity is being lost. It is most essential that the UK recoups its lost catching capacity from within the EEC 'pond' in order to sustain our nationally caught tonnage."

COMMENT

Pulling together

WHILE THE outcome of the Law of the Sea Conference taking place in New York, will have a profound effect on all maritime countries, the fundamental issue of Britain's future as a fishing nation will be fought for Brussels.

Already the baselines along which the EEC will be working within the framework of 200-mile economic zones, have been drawn: 12-mile nation limits and a quota share of what's left over in the communal 'pond'.

Although there has been a continual round of meetings among sections of the British industry and deputations to London, which have all ended up pressing for a 100-mile exclusive zone, it would be wrong to suppose that this is supported by all fishermen. There are many coastal fishermen who would be content with a 12-mile limit and consider it a big advance on the EEC's original fisheries policy. Underlying this attitude, is a sense of bitterness which was bred when they received little support in their fight to retain 12-miles at the time this country joined the Common Market.

Only last week, Mr. Hattersley, Minister of State at the Foreign Office, pointed out that there was little chance of Britain achieving a 100-mile zone. As it looks like being an up-hill fight to get the EEC to budge from 12-miles, it will need the support of all fishermen. Old grudges among the coastal men should be forgotten, otherwise they could find themselves at a great disadvantage if no progress is made to extend beyond 12-miles. They might have to contend with an influx of British vessels on their grounds.

Business Management Course

This intensive course to be held at the WFA's Industrial Development Unit, St. Andrew's Dock, Hull, will give an introduction to the corporate nature of planning and control for fish processing and marketing companies.



Area of importance will be covered by expert contributions from the industry. On this occasion guest speakers will include Mr. E. A. Perry, Glaxo Food Products Limited, and Mr. M. Gardner, Mac Fisheries Limited.

The greater part of the course will be devoted to a practical approach to the institution of business attitudes and the provision of experience in making executive management decisions under conditions which permit later analysis and discussion. A tool in the development of these techniques is the 'management game' used in other industries and here applied to the fishing industry. The 100's Management Game developed for use with the WFA's ICL 1901A computer is based on the production and marketing of white fish products by fish marketing companies.

REGISTRATION FORM

Please accept the following registration for the three day course 'Business Management in Fish Processing and Marketing'. Fee £10 + VAT per person, including course notes, college and bullet lunch. Cheques should be made payable to the 'White Fish Authority' and sent with this registration form to:

WHITE FISH AUTHORITY, Industrial Development Unit, St. Andrew's Dock, Hull HU3 4DE. Telephone 0482 27837.

Course No. 8: Tuesday 27th to Thursday 28th April 1978 inclusive.

Name.....
Position.....
Company.....
Address.....

Back to work at Brekkes

ON MONDAY about 800 Hull fish processing workers, employed by Brekkes Ltd. and Brekkes Food Ltd., returned to work after a stoppage lasting nearly a week.

The stoppage, over a basic pay issue, brought production to a standstill at the company's two factories in Brighton Street and William Wright Dock.

A majority decision in favour of a return to work, to allow the dispute to go to arbitration, had been taken at a mass meeting.

Talks to be joined in by the employers, the TGWU and the Government's advisory conciliation and arbitration service were due to start yesterday.

Earlier the union official said that this dispute had been over an extra £2 per week, which it is claimed the company refused to pay to 28 filleters.

The claim by the filleters was to bring their pay in line with the full £8 allowed, which the firm had already offered to other factory staff.

A company spokesman stated that the filleters' basic rate is substantially more than the best rates paid in the industry and that the further £2 would bring their basic rate up to £59 per week.

NORSE TOP OF THE FREEZERS

BUT'S Hull-based Norse has finally been named as the winner of the 1975 Dolphin Bowl competition in which Hull, Grimsby and Fleetwood freezers take part each year.

The final official table could not be published until 12 vessels returned from lengthy trips started in December and overlapping the New Year. However, it was generally accepted that Norse would take the honour.

The competition was the third of its kind and the second won by a BUT vessel. Earlier winners were BUT's Dane in 1973 and



NORSE — winner of the Dolphin Bowl.

Starting off the year in the 13th position, Norse rose to

	Tonnes	Points
1. Norse (BUT).....	3,093.9	48,777
2. Southella (Merr).....	2,723.2	46,110
3. St. Jerome (Hampling).....	2,761.4	43,446
4. Cordella (Merr).....	2,608.4	41,980
5. Princess Anne (Boston).....	2,630.7	41,072
6. St. Benedict (Hampling).....	2,596	40,501
7. Arctic Freebooter (Boyd).....	2,765	39,718
8. Done (BUT).....	2,488.9	39,415
9. Seafridge Petrel (Newington).....	2,466.4	39,301
10. Swanella (Merr).....	2,367	38,505
11. Pier (BUT).....	2,435.4	38,260
12. Goth (BUT).....	2,216.6	36,766
13. Arctic Buconeer (Boyd).....	2,263.2	36,349
14. St. Jason (Hemling).....	2,261.5	36,098
15. Lady Parkes (Boston).....	2,259.2	35,856
16. Fornello (Merr).....	2,193.3	35,433
17. St. Jasper (Hemling).....	2,036	33,576
18. Kirkella (Merr).....	1,996.9	33,173
19. Invincible (BUT, Grimsby).....	1,847.1	33,161
20. Criscillo (Merr, Fleetwood).....	1,912.5	31,166

Iceland trips pull in heavy losses

POOR Icelandic fishing added to the trials and tribulations of distant water owners at Grimsby again last week and the lack of supplies from this quarter turned all but a handful of trips, into financial calamities.

What Icelandic fish there was, sold well on hardening markets, averaging out around the £17.50 mark per kit. However, most trevellers simply did not catch enough fish to cover their running costs.

BUT's Rose Rodney (Skipper Geoff Caraberg) was one of the lucky ones and she turned out 1,863 kits, which made £32,798 after a 23-day trip. But she could not cover the losses from BUT's Vianova (£21,024 from 1,177 kits), Rose Kashmir (£20,535 from 1,181 kits) and Ross

Kipling (£21,592 from 1,272 kits). Similarly Boston had one decent trip of £27,819 from 1,564 kits by Boston Concord (Skipper Billy Balle), while Boston Phantom (£16,793 from 883 kits), Boston Kestrel (£17,882 from 1,014 kits) and Prince Philip (£13,624 from 787 kits) all plunged deep into debt.

Consolidated Fisheries were more fortunate. Huddersfield Town (Skipper Fred Kirby) headed their trip. But she could not cover the losses from BUT's Vianova (£21,024 from 1,177 kits), Rose Kashmir (£20,535 from 1,181 kits) and Ross

grusa (£22,951 from 1,193 kits) at a loss. Both Nurway Coast 'gambles', from William Wilberforce and the loopy Lord Beatty, paid off well with big hauls of haddock and reds, grossing £15,752 and £46,282 respectively.



Skipper Roy Waller.

Scots leave the Cornish grounds

THE Scots purse sellers Gollie May and Gollie Rose have left Penzance for Buickle after mixed fortunes in the winter mackerel fishery.

The 99ft. Gollie Rose, first to arrive on the scene, had some spectacular successes with meekerel and pilchard records after arriving early in the New Year.

The £600,000 Gollie May had more than her share of disappointment with extensive damage to gear on her maiden trip. A group of Dutch mackerel fishing boats has appeared off the Cornish coast. They are four large stern trawlers.

The fleet, which has been fishing off the Lizard and North Cornish coast, has not been landing in Cornwall, and it is believed the Dutchmen could be hoping for a return of herring shoals.

AF man resigns

MR. T. N. G. Crawford has resigned as production manager of the Northern division of Associated Fisheries Ltd.

Mr. C. S. Emmeline becomes Scottish department director, responsible for the supervision of all Scottish activities except canned fish.

Mr. E. M. Harwood becomes director of all Scottish services and Mr. A. becomes production manager.

Fines for six inside limit

SIX skippers were fined a total of £320 in Lerwick Sheriff Court last Friday when they admitted fishing inside the three-mile limit around Shetland last year.

One other skipper denied a similar charge, and one case was continued for three weeks on a technicality.

The charges were brought after the Department of Agriculture, Fisheries and Food cruiser Westra had been patrolling around Shetland last summer.

Kenneth Pottinger of Burra, skipper of Elysian, was fined £50 for fishing 0.58 miles from Foule on August 29. He was fined £20 for not showing the regulation lights. James Watt, of Lerwick, skipper of the Janes Watt, was 0.44 miles from the island of Brasseay when intercepted.

He was fined £50, Magnus Stewart, of Whaley, skipper of Adonia, was fined £50 for fishing 1.88 miles from Balto Island Lighthouse on September 2. Magnus Leonard Henry, of Burra, skipper of Dountless, was fined £50 for fishing 1.35 miles from Fair Isle on September 6. James Duncan, of Aberdeen, was fined £50 for fishing 1.32 miles from Fair Isle with his boat Jasirene on September 28.

Andred George Watt, of Lerwick, was fined £50 for fishing 1.12 miles from

Brasseay on September 27 with his boat Zenith. Norman Gray, of Keldale, skipper of Sapphire, pleaded not guilty to a charge that on September 2 he fished 1.62 miles from Balto Island Lighthouse. Trial has been fixed for June 4.

The case against Robert Laper, of Aberdeen, skipper of the trawler Scottish King, was continued without plea until April 16.

He is charged that on October 7 he fished 2.13 miles from Fair Isle and that he failed to have effectively kept up his registration number.

DOUBLE MAIDEN



Part of Glenda's big deck cargo of sprats.

TWO new pair trawlers both landed maiden trips at Grimsby last week. As reported in Fishing News (March 26) Margrethe Bojen (Skipper Jens Bojen) got off to a splendid start with a £10,022 grossing from 684 kits of big North Sea cod.

For once, the master had to play second fiddle to his old command Frances Bojen (Skipper John Richardson) whose share was £10,386 from 593 kits.

Also landing her maiden was skipper-owner Hugo Thimmesen's Samanika now paired with his old ship Tino,

which son Peter is skippering. Samanika made a good start too with £4,575 from 225 kits. Skipper Thimmesen told Fishing News that he was well pleased with the way she handled.

Samantha hit some stormy weather on her trip and the intermittent gales, guating over parts of the North Sea, spoilt the recent good run of catches by seiners and pair teams from Grimsby.

Last week's ainer trips were all much longer and, with the winds playing tricks on the traditional grounds, there were 'pochy' landings.

Lairloch laboured through 18 long days for just 71 kits (£1,965), Binks with 87 kits (£1,776) and Siljo with 45 kits (£978), shared similar misfortunes.

The few remaining spratters also had a rough time with winds breaking up the shoals, but some vessels still found fish.

Glendo (Skipper Francois Winteln) managed to fill up three times in seven days with more than 70-tons a time working off Hartlepool.

She discharged twice at Shields and brought the third catch home to Grimsby.

OBITUARY

WILLIAM (BIM) Williams died outside his home recently when a hydroelectric jack collapsed while he was working on his car. Mr. Williams was superintendent marine engineer with Grimsby trawler owners Consolidated Fisheries until his retirement in 1968.

TOTAL fish landings at Hull during the first two months of 1978, were 8,174 tonnes in excess of those of last year. Within this period the port's aggregate intake rose from 11,736 tonnes to 19,910 tonnes.

Grounding costs skipper £20

SKIPPER John Baxter was fined £20 at Aberdeen Sheriff Court for grounding the trawler Ben Heilen near Hell Rock, Caithness, last September.

He pleaded guilty, that while he was master of the vessel, he neglected his duty causing serious damage to Ben Heilen.

In addition, he omitted to take action to prevent the ship from damage and directed her on a course close to land whereby she grounded, damaging her steering gear.

'Cash-in' trip to Greenland fails

THERE were trouble-bit conveyor lending system voyages for two Fleetwood trevellers as 655 kits had to be one attempted to cash in on the cod found by Jacinto day.

But all was not lost with the vessel's complete landing of 1,244 kits selling for £22,905.

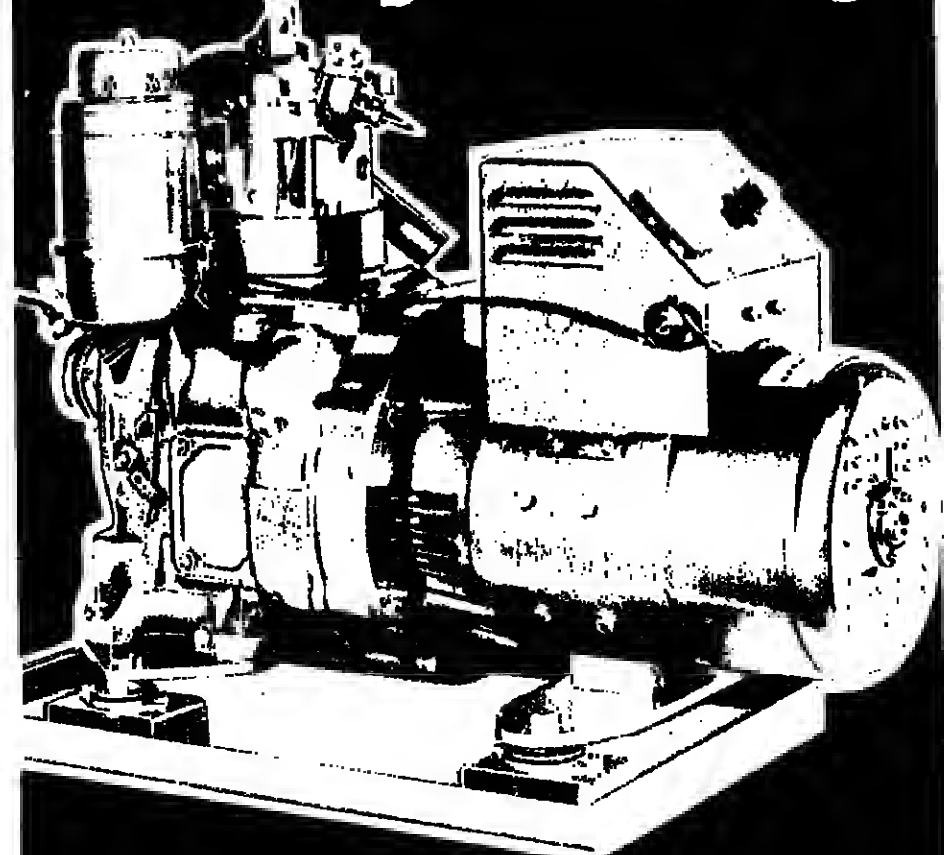
Like the other trevellers which headed for Greenland after Jacinto's record-breaking catch, she was hit by bad weather which prevented anyone copying the stern trawler's achievement.

In the near water section it was the pocket trawler Forwards which hit trouble. This vessel was hit by a flu bug which forced her into port on two occasions to land engineers. In foot the vessel bod three engineers during her trip.

Eventually it was decided to bring her home for a fresh start. The vessel made £1,208 from 62 kits.

But her troubles had not finished. When she returned to port she landed only 589 kits when the

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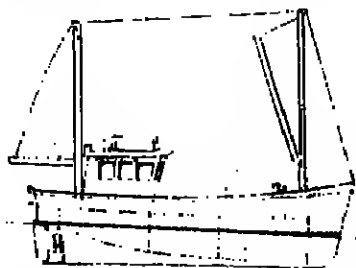
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Bosham Sussex. Tel. Bosham (02431) 672882.

SEINERS TO TRY OUT NON-RETURN BOXES

COULD non-returnables solve the fish box price problem? This is what the Scottish Fishermen's Organisation aims to find out in the near future.

The matter was raised at a joint meeting of the Scottish White Fish Producers' Association and the Scottish Fishermen's Organisation at Fraserburgh on Saturday, when SFO chairman, James Lovie, outlined a number of achievements and aspirations

of the year-old Producer Organisation. The increasingly high cost involved in boxing fish catches has long been a financial thorn for fishermen, but ex-skipper Lovie had encouraging news for members. In two or three weeks' time 1,000 disposable wooden boxes will undergo trials aboard two north-east seiners — *Illustrations* and *Fruitful Bough*. Should the scheme be successful, it could be a welcome innovation in case the ever-increasing expenses of Scottish boat-owners. The

price of boxes alone has about doubled in the past year. Mr. Lovie said he is "delighted" with the way things had gone in the organisation's first year. "Judging by the results so far," he said, "I feel we are on the brink of a breakthrough which could see an improvement in the stability of the inshore fishing industry."

He said the organisation has grown faster than he ever thought possible and, with 700 members to date, it leaves only 150 boats outside the ranks. It was intimated that the running costs of the organisation compare favourably with other major bodies, since only 26 per cent of the levy is used on administration. Headway has been made through various financial and strategic exercises during the year. He said: "We have proved to the government that we are capable of planning our affairs and controlling the destiny of our own industry — it is now up to them to back us up."

Roving buyer Bert retires



Peterhead fish buyer Bert Adams (wearing hat) retired on Saturday after a 50-year association with the herring and white fish industry. He is seen being presented with a wallet and notes by Ted Cook, on behalf of his buyer colleagues at Peterhead market. Mr. Adams has been a buyer with R. Croon and Sons for the past 22 years. Previously he was with the Standard Kipper Company for 28 years, dealing mainly in herring. He has served at 28 ports in Scotland, England and Wales — from Lerwick to Milford Haven. Mr. Adams served in the minesweeping section of the Royal Navy for 54 years throughout world war II. His successor at Peterhead is William J. Buchan (left).

THE MAIN road between Bridlington and Hull was blocked on Thursday last week when thousands of sprits spilled from a lorry at Beaufort. The road had to be cleared, washed and sanded before traffic was allowed to continue.

The nine-day catch of 700 tonnes, mostly mixed large and small soles, earned about £10,000. This was skipper Hooper's second excellent trip of the year and it came three weeks after he landed a catch of soles worth some £7,000. David Hooper, who has

Catch fall

THE Scottish catch for the first two months of this year fell by more than 6,200 tonnes, to nearly 80,000 tonnes, because of a drop in herring landings. But, thanks to improved white fish and shellfish catches and higher quayside prices, the value at £12,219,421 was up by £1,811,180. The average quayside price jumped from £121.1 a tonne to £153.3.

SOLE RECORD BY NEWLYN BEAMER

NEWLYN — the top port in the south-west — had a record £10,000 sola trip last week.

Skipper David Hooper (36) and his four-man crew on the 109 gross ton beam trawler *Elizabeth Ann Webster*, arrived back in harbour on the Thursday with the catch which is a record for a single boat.

The nine-day catch of 700 tonnes, mostly mixed large and small soles, earned about £10,000.

This was skipper Hooper's second excellent trip of the year and it came three weeks after he landed a catch of soles worth some £7,000. David Hooper, who has

been skipper of this trawler in the Stevenston fleet for only six months, said they had fished for nine days continuously about eight to ten miles off Trevone Road.

"Most of the time we were amongst a fleet of Belgian trawlers," he said at his home.

Skipper Hooper has been fishing from Newlyn for just over eight years and, before that, was in the Marchant Navy.

Beam trawl fishing is fairly new to Newlyn. "We work towing two trawls at one time

— one on each side of the beam — an arms extending to

"We gradually built up our catch," he remarked. Before the last good catch, *Elizabeth Ann Webster* had lost a lot of fishing time because of bad weather, the soles usually go at the end of March.

"They disappear as quickly as they come and are scarce during the spawning season," he said.

"This winter has been an average season, except for the past month."

Coble in GRP

A RATHER special addition to the Scottish west coast salmon fleet was launched last week. The 50ft GRP hulled *Jolair*, the latest venture of builders J. and D. Sellar Ltd., was lowered into the sea at Machan Harbour on Tuesday morning.

The coble is the result of a winter's work by the 108-year-old family business. She is the largest coble yet to be undertaken by the firm, which designed her on the lines of one of its existing wooden hulls.

The hull has been made with up to 300x lamination on the top-sides, and up to 350x on the bottom. This compensates for the weight difference between GRP and wood and succeeds in providing the

same stability characteristics as the conventional wooden vessel.

The exceptionally light craft is the first of its kind to be launched at Machan. It will be powered by a diesel engine. The Sellar brothers work *Jolair* in the grounds for a few weeks before being sent to the coast owner. Mr. Archibald Sellar, who is in charge of delivery of the

WHO ARE THE BELGIANS KIDDING?

SIR I cannot allow the comments by Selgen trawler owner Mr. Cleave in *Fishing News* March 19 to go unanswered.

Who is he trying to kid with his suggestion that beam trawling is just like farm machinery, cultivates the sea-bed?

Bussell Inshore Fishermen have fought long and hard to get this method banned because we fear the eventual outcome will witness the extinction of our sole stocks.

It's all very well talking of tilling the grounds, but on Mr. Cleave's assurance we are not farmers able to plant seeds, following the 'tilling', all we are left with is vermin destruction left in the wake of the beamers. The facts are that beamers are too efficient and the rate of catching by this method is far in excess of the breeding and growth rate of the soles.

Mr. Cleave also mentions quotas. What a laugh that's proven to be! The Belgians were allowed 106 tons of soles last year in the Channel, we in Sussex believe they took this figure to mean 1,006 tons because they openly talk on the radio quoting their catch of soles, and believe me, it adds up to 10 times 106 tons.

Perhaps he would care to draw his colleagues attention to the plight they are leaving for the small Inshore boats off Sussex, who are not only witnessing diminishing stocks, but live in the constant worry

LETTERS

Now Mr. Cleave, we must all be good Europeans together, we have to accept this. Nevertheless in Sussex, we do not carry out any industrial fishing and the little fellows are worried over their livelihoods and, to be truthful, we don't want your fleet working here.

As we have to accept them, to a certain extent, why don't they play the game and keep outside of at least 10 miles range.

Mr. Cleave also mentions quotas. What a laugh that's proven to be! The Belgians were allowed 106 tons of soles last year in the Channel, we in Sussex believe they took this figure to mean 1,006 tons because they openly talk on the radio quoting their catch of soles, and believe me, it adds up to 10 times 106 tons.

More power to the MAFF Minister...

SIR, in reply to questions by MPs with 'fishing' constituencies, the Minister indicated recently in the House of Commons, that he had no powers to control either type of vessel or method of fishing, and that as far as conservation was concerned, his only method of control was by total or partial restriction of areas to be worked or by quotas.

I would suggest that for conservation purposes the Minister should very quickly acquire such powers.

It is evident to fishermen, if not to the Minister, that the cause of dead mackerel on the grounds in the south-west is purse seining.

There were no appreciable quantities of dead mackerel on the grounds before pursers fished the mackerel. That is an indisputable fact. Therefore, as a method of fishing, purse-seining kills large quantities.

If the Ministry implements quote restrictions on mackerel landings, as a method of conservation, the pursers will kill even larger quantities of fish since they will become even more selective in the fish they take to fill their quotas, and so kill more soles and kill more mackerel.

The Ministry cannot prove that purse seining is not harming the stocks, and conservation pre-supposes a stock to conserve.

If the Ministry does not act quickly, conservation will take on the narrow aspect of saving a species from extinction, and that species may be either mackerel or mackerel fishermen.

Mr. A. Atkinson, D.A.M. Trawlers Ltd., Lookyars Quay, Plymouth.

SIR, I would like to inform the readers of *Fishing News* that the Royal Naval Patrol Service Association is well under way.

I have had outings sent to me from several towns and cities. The tale of Men are trying to get 600 members to join us in our reunion.

Several fishermen's organisations have written to me asking for membership forms. Poole, Bournemouth, Orkneys, Shetlands etc., but none yet from Brighton or Hull.

We have only one member from Hull. Our membership now

stretches from Newfoundland to Australia, as we had a member from 'Down Under' join us this week.

We've had Royal greetings from Buckingham Palace as the Prince of Wales is the skipper of a Patrol minesweeper and we hope he will call in our harbour during reunion week.

WRNS and NAAFI are joining us now so we should have a great get together.

Bidney Lawls, Hon. Sec. RNPSA, 27 Tadger Road, Loweston.

Our membership now

Whiting tops Milford market

MARKETS were very good at Milford Haven last week which helped compensate for continued depression in catches mainly due to bad weather.

The week began with a landing of only 79 kits of the pocket trawler *Westerdale*, skipper-owned by Bruno Links.

This vessel worked the Bristol Channel area before returning with her catch, which included 10 of cod, 25 of whiting, 10 of roker, two of turbot and brill, 20 of plaice and 10 soles, which sold for a good £2,858 — an average of nearly £40 a kit.

An average of more than £40 a kit was paid for the 53-kit catch of the beam trawler *Arthur Horsey* (Skipper John Donover). The vessel returned to port after only seven days and her catch sold for £2,283.

On the same day the Swansea-owned *Georgina*

the roker on the Irish Sea grounds. The main reason why they have not so far this year is the bad weather which has plagued the southern Irish Sea, with gales after gales sweeping the area and preventing vessels working.

Wilson (Skipper Tom Smith) landed 117 kits which sold for £2,830. She had been at sea for 10 days.

Also on the same day *Bryher* (Skipper A. James) returned after a nine-day trip with 108 kits which sold for £3,003.

Between them the vessels landed a total of 25 of cod, 110 of whiting, 20 of roker, five of turbot and brill, 40 of plaice and 25 of soles.

These grossings reflect the good market with the nice humble whiting being the main variety landed and yet catches still averaging up £40 a kit.

But for roker merchants the week was almost disastrous with catches being at their lowest level for months. It is to be hoped that vessels will soon begin finding

APOLOGY

IN THE March 26 issue of *Fishing News* we carried a report on the operations of Severnside Foods Ltd. It has been pointed out to us, that some of the information contained in this report has since been overtaken by new developments and we would like to apologise for any embarrassment this has caused. At a later date we hope to be giving news of these developments, which are part of Severnside's continuing expansion programme.

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STORK-WERKSPROOD-DIESEL



Salmon netting ban gets go-ahead

BY-LAWS which prohibit netting salmon and sea trout off the mouths of the rivers Coquet and Tyne have been approved by the Ministry of Agriculture, Fisheries and Food.

Proposed by the Northumbrian Water Authority, the aim is to give fallowing salmon stocks a better chance of entering the two main breeding rivers.

The by-laws, which are now in operation, have a new weekly close time in the northern area covering Northumberland, which starts at 6 pm on Friday and ends at 6 am the following Monday.

In the southern area, from Tyne to Tees, there is no change and the period remains 12 noon on Saturday until 6 am on Monday.

The two restricted areas are Tyne. No netting of any sort is allowed from approximately one mile off-shore, between Cullercoate and Souter Point, and Bon-dicarr Buoy in the north of Druridge Bay.

The smaller Coquet playground, in which no netting has been allowed for some time, remains in operation. Further new legislation means that all salmon netting boats will now have to carry identification marks in both areas.

It is hoped that the objections can be overcome and the by-law brought into force during the present season.

LAST STEAMER GOES OUT IN STYLE ...

LORD BEATTY, Grimsby's last operational steam trawler, was laid up at the Humber port last week. But the big 697-ton vessel went out in style with a massive Norway Coast trip of 2,733 kits which grossed £46,282 on March 24.

Skipped by David Scott, it was her best-ever return in a fishing career spanning almost 20 years, but the decision to lay her up was taken several weeks ago and there never was any hope of a reprieve.

A spokesman for owners, BUT, told *Fishing News*: "We are all upset to see the last of the steamers go because there was still plenty of life left in them."

Fuel prices alone have killed them off; nothing else. At least we can take pride in having run them to the bitter end."

Lord Beatty is the last of steamers built in the mid 1950s by Rickmers Werft of Bremerhaven, Germany, which BUT has been forced to withdraw at Grimsby this year.

It is common knowledge the sisterships are far from worn-out, either mechanically or structurally, and are more substantial than many more modern vessels.

Their only failing was their high level of fuel consumption, for although heavy fuel oil is cheaper than diesel, each vessel used about nine tons per day against three to four by the motor trawlers.

So, over a three-week trip, they ran up fuel costs of around £9,000—almost double the same trip fuelled by diesel.

This latest casualty reduces the BUT distict



Lord Beatty, Grimsby's last steamer, leaves the fish market for the last time.

water fleet at Grimsby to 15 working motor trawlers, with two others laid up awaiting repairs.

In January 1975, when the first major oil increase was imposed, they could put 32 vessels to sea in this category.

The 15 so far laid were all steamers and, but for the old Ross Group's diesel conversions during the 1960s, the former steamers *Ross Resolution* (now Hull-based; built 1948) *Ross Romilies* (1950), *Ross Kelly* (1958), *Ross Kashmir* (1958), *Ross Rodney* (1957) and *Ross Kelvin* (1958) would probably have been scrapped also, whereas all are now fishing as motor ships.

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Demand goes up at Fleetwood

FLEETWOOD trawlers met a good demand for their catches at the port last week. *Ellen Hewett* (Skipper Jim Luckley) returned from Iceland with 1,204 kits, including 1,000 of cod, which sold for £21,200.

On the same day the Irish beam trawler *(Morie Jacob)* put into port after cod fishing in the Irish Sea. She landed 154 kits, including 120 of cod, which sold for £3,012.

There was also a good grossing for the aid trawler *Wyre Conqueror* she returned from Iceland with 1,057 kits, including 950 of cod, which sold for £18,648.

Boston Marauder kept the middle water ring flying with a 664 kit catch, including more than 300 of cod, 20 of plaice, 55 of haddock and 300 of cod, which sold for £9,432.

It was also a good week for the small stern trawler *Ideno* (Skipper Bernard Birley). This vessel completed her second voyage since completion with 919 kits, including 800 of cod, from the Iceland grounds.

The catch sold for £15,514. On her first voyage the vessel also landed more than 900 kits.

In the near water section there was a good performance by the small stern trawler *Resound* (Skipper John Banks). She returned to port after only a week at sea with more than 160 of cod in her total of 180 kits sold for £3,593.

Skipper Banks' father, also

named John, returned to port's biggest grossing section.

He brought *David* in with 355 kits, including 200 of cod, five of plaice, 55 of haddock and 40 of cod, which sold for £6,800.

The 169 ft. *Royale* (Skipper Ken Beavall) second place with a gross of £1,047 from 225 kits, including 75 of cod, 50 of haddock, 20 of plaice and 84 of cod, which sold for £1,047.

There was little to report in the pocket trawler section with vessels making get at the cod in Moray Bay because of the weather.

This was also the case with the inshore fleet. Skippers reported that there was no catch, but the weather prevented them doing so.

However, it is hoped that better weather will allow vessels to cash in.

BOGG WIN THE DAY

BOGG Holdings of Bridlington has been granted permission to alter its warehouse at Leighton Wharf to provide a preparation area.

The decision, with certain conditions, was announced by Mr. R. G. W. Drift, Department of the Environment Inspector, who conducted a public inquiry into the application two months ago.

The firm's application has been opposed by North East Borough Council, who covers the Bridlington area. Mr. Drift said that the main problem appeared to be increased traffic in the Leighton area, but this would be confined mainly to the day season.

The firm's application has been opposed by North East Borough Council, who covers the Bridlington area. Mr. Drift said that the main problem appeared to be increased traffic in the Leighton area, but this would be confined mainly to the day season.

Previously, all installations (must take about 50 hours) have been made at Thyboron, but the Dsae have trained a team of Marine Diesel's fitters in Denmark and they have brought back this expertise to Grimsby.

They can also carry out routine service work as Marine Diesel is carrying a full range of spares in addition to the units.

Another picture of Mercand's Skovgaard Speedwinch rope drums. Three sizes are available.

FACE-LIFT

CONTRACTORS have modernised Grimsby's South known general Pneumonia Jet daye when it was open. Deep water will continue to be throughout the being done in the with the end. The completed

ad a grim threat to fishermen in Bridlington and Scarborough and Whitby. "And you never see a seagull following a fisherman's boat — they don't throw anything away from this industrial fishing," added.

He added that the danger to fish stocks posed

"They are just like vacuum cleaners and they don't worry about quotas."

He added that the danger to fish stocks posed

Rope drum deal saves North Sea trip

THE FIRST British-owned Danish-type seiners were successfully fitted with hydraulic rope drums in 1973 and the system, invented in Denmark, is now the most important development in mechanised handling equipment since this class of vessel arrived here 40-odd years ago.

Now, Marine Diesel Services (Grimsby) Ltd, has been appointed sole British agent for the highly successful two-drum Skovgaard Speedwinch units. The deal seems certain to transform the South Humber side port of Grimsby into a major rope drum centre.



Above: Skipper Lao Holberg of Mercand. Below: Skipper Lail Gravenen of Edal. Bottom: Lachern, the first Grimsby seiner to be fitted with Ramme drums.



The Ramme drums are made in three models, basically identical except for the drum capacities. Sizes A, B and C have a capacity on the larger drum for 32, 28 and 22 coils of seine rope. To allow rope reversal the larger drum, sft, carries twice as much rope as the smaller one.

The spoked flanges, fabricated from mild steel, keep weight down and make the system ideal for smaller vessels. Both drums are self-spooling and electrically operated from a console in the wheelhouse.

The hydraulic drive motors operate off a master pump and, as with the entire installation, is simply fitted and operated by a bait-drive arrangement off the main engine.

Each set of drums is virtually hand-built and the quality control in Denmark so rigid that nothing leaves the factory until it has been thoroughly tested.

This side of the business is still very much the responsibility of Erling Skovgaard, the Danish light engineering expert who designed and patented the Ramme drums.

Some years ago he was approached by local fishermen from Lemvig and asked to design a set of drums. After research and testing, he eventually came up with the Ramme system. It was so highly thought of by the Danish authorities that Mr. Skovgaard was awarded a 6,000 kroner prize in the face of competition from other manufacturers.

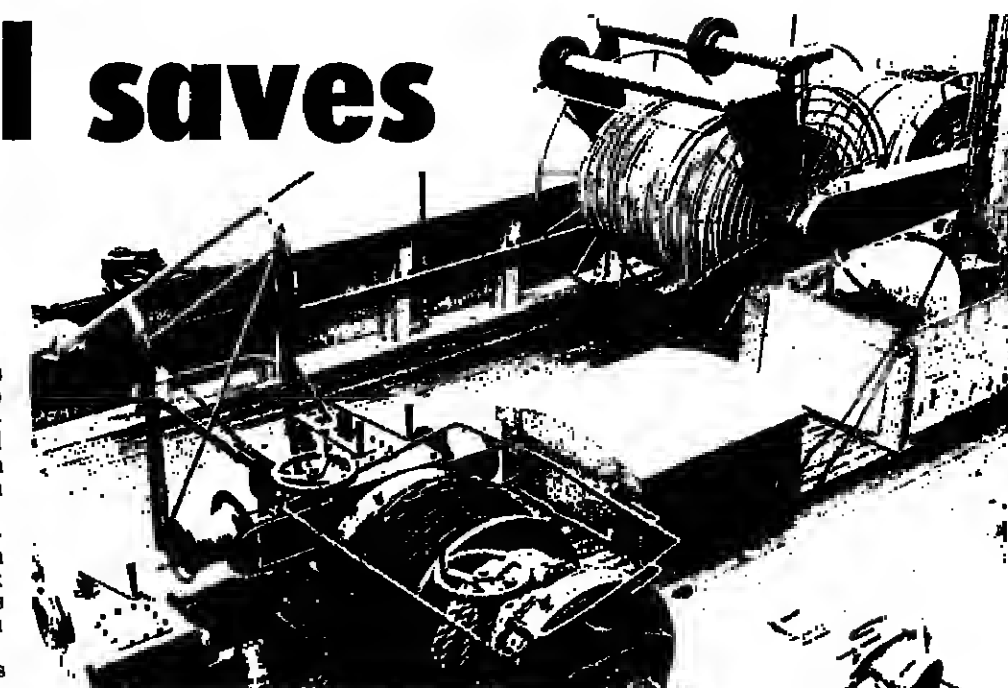
Sensation

In May 1972 he began fitting out most of the local seiners and, today, nearly 200 vessels are equipped. Most have required only a minimum of service.

Grimsby's first seiner with Ramme drums was *Lochenr*. She caused a minor sensation on her maiden in August 1973 when Skipper Harry Emerson set up a new Grimsby anchor swing record of 18.181 — and followed up with 18.164 on her second trip!

In the interim there has been a gradual build-up of British seiners journeying to Thyboron for drums. The top Grimsby seiner skippers in 1975, Lail Gravenen and Leo Holberg, both operate seiners with Ramme drums.

The seiner *Fiona Joac* is the first local vessel to be fitted up with the Ramme system by Marine Diesel at Grimsby. At 58 ft., deck space aboard her is at a premium and it is this sort of installation where the Ramme drums score. The system has WFA grant assistance approval.



Above: the Ramme drum and pulley lay-out on Mercand. Below: Marine Diesel's workshop at Grimsby from where the rope drums are being serviced.



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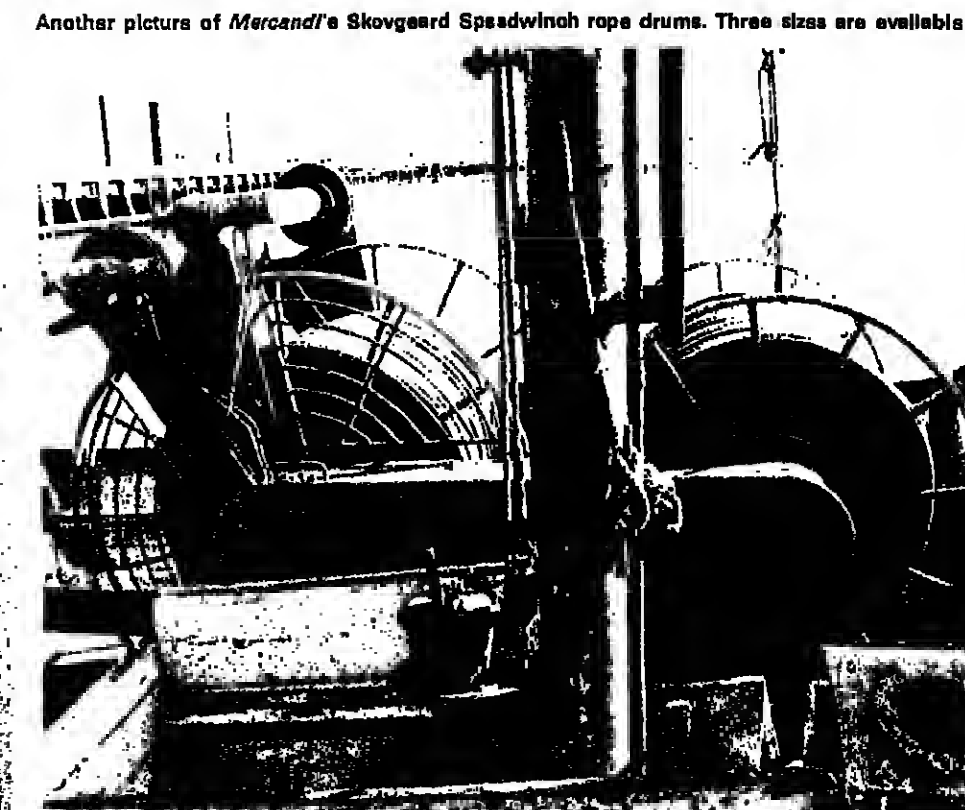
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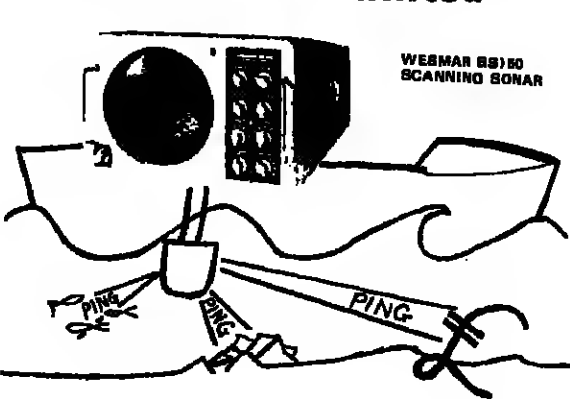
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Black Watch goes for salvage work

BLACK WATCH has been sold by British United Trawlers (Grimsby) Ltd. to B. A. Teylor Ltd., of West Bromwich, as a going concern.

Black Watch, one of six German-built steamers withdrawn from fishing this year completed her last trip on February 27. She has been laid-up since.

It is understood her new owner, which specialises in metals, has no plans for putting the 897-ton trawler back fishing and will operate her as a salvage-recovery vessel.

Last week *Black Watch* was being stripped of her fishing gear at Grimsby.

Two sister-ships which are also laid up have not been quite so lucky: *Northern Sky* (ex-*Statham*, ex-*Ross Repulse*) and *Northern Eagle* have been sold for scrap to Stanley Ferry Dismantlers Ltd.

Hospital fund

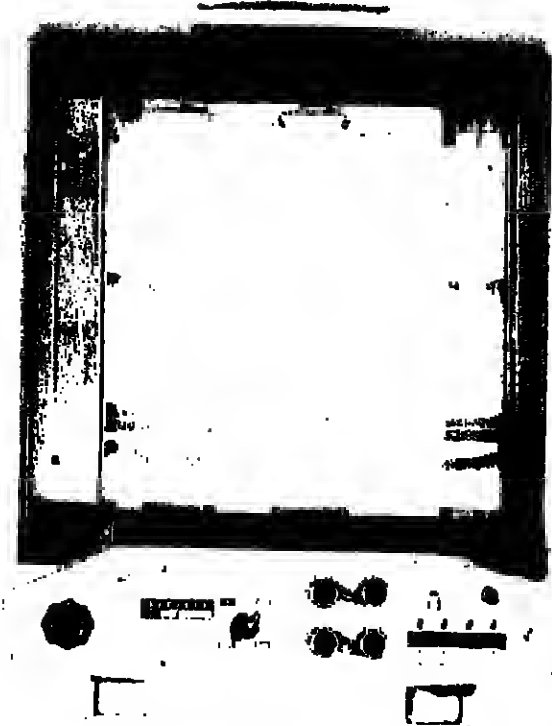
A TOTAL of £232 has been raised by the wives of Bridlington and Farnborough fishermen during the last 12 months. Of this, £132 has been given to a Bridlington Hospital for two portable television sets and children's furniture. Last week the wives presented £100 to another hospital at Bransburyton, near Beverley, towards the cost of a television.

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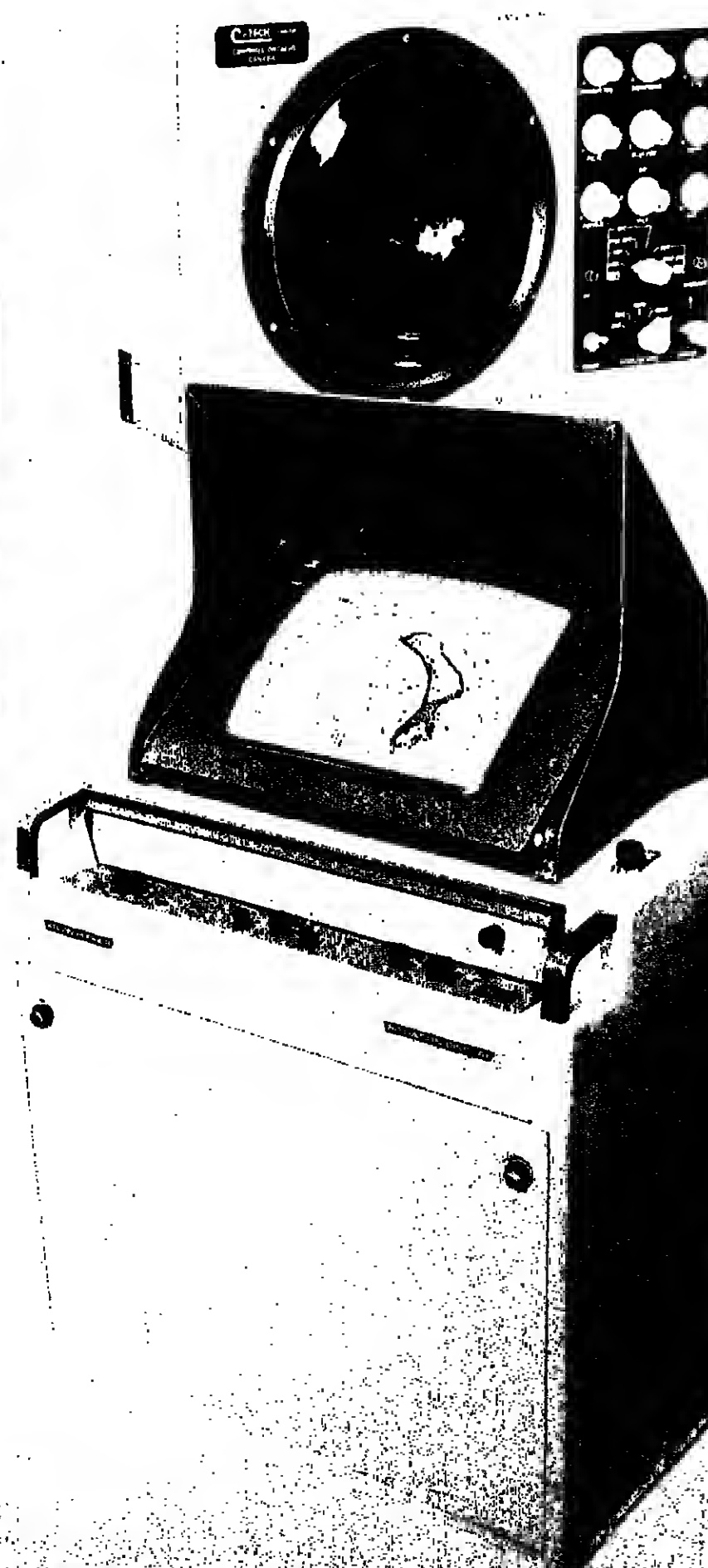
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KELVIN HUGHES OFFER YOU THE WORLD'S FINEST EQUIPMENT FOR INSHORE AND DEEP SEA FISHING VESSELS

From Canada - the Omni Sonar, a unique long range sonar with a simultaneous all round range in excess of 2000 metres. From Japan - the W.G. Fishsounder and Net Telemetry system giving more information on a chart than ever before. From our own factory - Situation Display, enabling you to assess the complete trawling situation on the fishing ground at a glance. These are the products that we have selected to meet the future, increasingly diverse, needs of the fishing industry. Together with our other well known, reliable, radar, sonar and radio products they make an unbeatable package for both the deep sea and the inshore fisherman.



W.G. Fishsounder and Net Telemetry system. More information on fish detection and trawl behaviour than has ever been available before on one recorder! The Wide Graph system offers: simultaneous or alternative frequency recording whereby the white line echo trace can be switched to 'high' for optimum discrimination in lower depths, or 'low' for maximum detection in deeper water; scale expansion, which can be seabed locked for the detection of fish hard on the bottom or transmission locked for a detailed examination of a layer at any depth between the surface and the seabed; telemetered trawl information, with a record showing fish echoes above and below the trawl headline, together with surface and seabed echoes. All this information is available at any one time on the same chart. W.G. is available in a choice of systems to suit any vessel. In addition a c.r.t. scale expansion unit can be added, which can be seabed locked for demersal fishing or transmission locked for pelagic fishing.



Omni Sonar. A simultaneous 360° picture showing on a radar type screen, the ranges and bearings, shapes, sizes and densities of the shoals around your vessel. The Omni Sonar is used for all round, long range search in excess of 2000 metres (the range scales are 0-250m, 0-500m, 0-1000m, 0-2000m, 0-1000m). It also has operational modes for more concentrated searchlight beam or directional scanning. Tilt facilities of up to 60° from the horizontal for holding shoals at short range are available, and in some modes you can have an alternative loudspeaker search facility. A high speed, robust hoist unit enables the transducer to be raised clear in a matter of seconds.

Situation Display.

A panoramic view of the fishing ground electronically reproduced just as one would see it looking out of the bridge window. The whole situation can be seen at a glance; the movements of all vessels (including own vessel) within a selected range are automatically tracked, and positions, aspects, speeds and other clues to the trawling operations can be assessed merely by looking at the screen. The picture is displayed on a large 20" T.V. screen, which can be viewed at distance with different modes for daylight or night time conditions, by any number of people without the need of a hood or visor. Situation Display won a Queen's Award to Industry for Technological Innovation in 1975.

Some of the rest of the range...

Bottom Logs - A choice of electromagnetic, acoustic and pressure.

Type 17 radar - the fishermen's favourite - over 10,000 have now been sold - 9" or 12" displays - ranges up to 36 miles - digital range readout available.

MS44 - White line or grey line on a wide (8 1/2 inch) chart - excellent combination of fish finding and ground discrimination performance - with the BL1 forms the Kingfisher II system, with the facility to display a seabed locked or transmission locked expanded trace adjacent to the conventional trace on the recorder chart.

BL1 - part of the Kingfisher II system.

Ships Radio Station A comprehensive and reliable telegraphy/telephony system for the larger trawler - comprises a high power s.s.b. main transmitter, an s.s.b./d.s.b. main receiver, and reserve and emergency equipment - all modules designed for ease of installation and servicing - synthesised frequency control in both transmitter and receiver.

Falkland II. 120 W p.e.p. s.s.b. radio telephone - 23 channels - rugged and reliable - easy to fit - sensibly placed controls - high standard components used throughout.

All these products are backed by Kelvin Hughes Service, which is available from major fishing ports throughout the British Isles.

FOR FURTHER DETAILS CUT OUT THIS COUPON AND POST IT TO US NOW!

Please send me your package of literature dealing with products for

Deep Sea Trawlers ☐ Inshore Fishing Vessels ☐

(Please tick as appropriate).

Name

Address

KH KELVIN HUGHES

A DIVISION OF SMITHS INDUSTRIES LIMITED
New North Road Heinault Ilford Essex IG6 2UR
Telephone: 01-500 1020 Telex 896401



MS39 - The popular economical echo sounder for the inshore fisherman - good performance, simple fitting, very low power consumption.

Type 19 radar - an outstanding picture, on an equipment now well established world wide as trusted and reliable - 25 kW transmitter - 9 or 12 inch display - a choice of scanners - can be incorporated in 'X' band or 'S' band dual display or interswitched systems.

Pentland Alpha and Pentland Bravo - 400 W p.e.p. s.s.b. radio telephones for compulsory and voluntary equipped vessels - easy to fit, simple to operate - long range I.L.E. facility in the Pentland Bravo for deep sea vessels.

Adscope c.r.t. - efficient and economic - operates in conjunction with the MS44 or Kingfisher II.

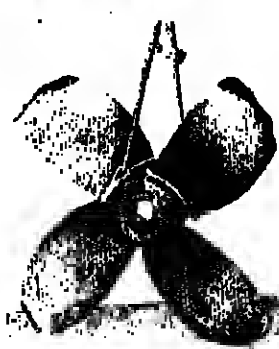
NM704. Automatic pilot for inshore vessels - maximum course error sensitivity of 1° - system includes remote steering control, choice of magnetic compass and a watch alarm approved by the White Fish Authority.

'Minch' - 2182 kHz Watch Alarm Receiver - compact, robust and splashproof.

BOAT OWNERS! Have You A Propeller Problem?

F. A. L. SCOTTISH
PROPELLER SERVICE
at
BUCKIE

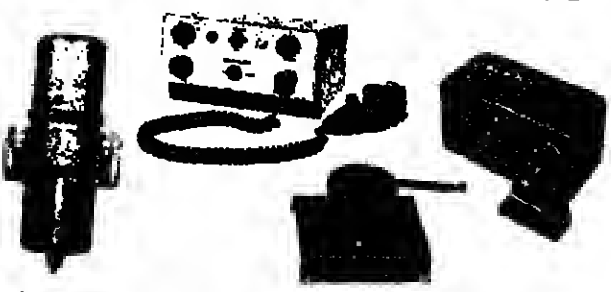
SPECIALISE IN RECONDITIONING
ALL MARINE PROPELLERS and
will REBUILD and RESET the
PITCH of ALL SIZES of
PROPELLERS up to 18in. diameter.
SPECIALISE IN REPAIR of
PROPELLER SHAFTS.
SUPPLIER OF NEW PROPELLERS.
MAKER and SUPPLIER of SMALL
STERINGEAR.



**F.A.L. Scottish
Propeller Service**

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BANFFSHIRE
Telephone: Buckie 32185 (Day); 31422, 31508 &
32931 (Night)

WHY SHOULD LABOUR-SAVING BE CONFINED TO THE KITCHEN? SHARPS AUTOMATIC PILOTS FROM £350.00



For details of all marine electronics:

WESTRONICS

28 NEWTON ROAD, KINGSKERSWELL,
NEWTON ABBOT, DEVON
Tel: Kingskerswell 2666 (4 lines)

36FT. RAMMER WORKBOAT & FISHERMAN

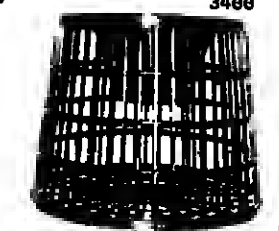


J.B.M. ENGINEERING (RAMSGATE) LTD.
Ramses Marine, Ramsgate Road, Sandwich, Kent
Telephone: Sandwich 2376

WAYDON Mouldings Ltd.

LOBSTER POTS

Moulded in Polypropylene
giving a very tough pot.
Detachable base for inter-
stacking during carriage.
Available ex-stock!!!!
at £3.20 + VAT & Carriage
Finodan Station Road, Finodan
Wellingborough, Northants.



For deliveries in Ireland contact: Coastal Holidays Marine,
Pier House, Glendora, Co. Cork. Tel: Leap 61.

BUYING OR SELLING The Castlemain Group

International Ship Brokers
with
ten Telex-linked offices in Europe

U.K. readers contact: Tel: Telex
8 South St. Chichester 87871 86213
Melpoe Road, Truro 77741 45888
Dock Rd. Lytham, Lancs. 5531 67531
Companies in S. France, Greece, Spain, Denmark, Germany.

Half-ton jerk up the beach...

"I KEEP a 14 ft. boat
on top of the shingle
bank and hauling it
down to the water is no
problem.

"But hauling it up again in
the evening with a few pots or
trawls in it is a back-
breaking job.

"If you know of a hand-
winch that I could install on
top of the bank to save this
labour, I (and my back)
would be grateful for infor-
mation about it."

■ IF it is a long shallow
gradient up which you have to
haul your boat and you could
fix one firmly on top of the
shingle bank, a conventional
hand-winch would be suitable
for your purpose.

But if it is a short, steep
gradient, I think that one of
the hauling devices made by
Tirfor Ltd. — devices widely
used for shifting craft short
distances in boatyards —
would be more suitable and
would cost considerably less.

In the latter case, to be
precise, I think that Tirfor's
Jockey winch would suit you
admirably.

It is capable of pulling half
a ton, is portable and so you
could use it for other purposes
as well as hauling up your
boat, and its price is
remarkably modest.

The winch measures 10 in.
x 5 x 1 and weighs only 4 lb. It
incorporates a wire gripping
mechanism operated by
forward and reverse levers.

It is used in conjunction
with two wire slings and a 32
ft. length of wire which passes
through the winch instead of
being wound on a reel in it.

To haul a boat up a beach
with it, you attach one wire
slip to a strong point (anchor,
bollard, tree or whatever) and
the other to the boat or its
painter.

Thereafter the boat can be
hauled up steadily without
much effort.

It is ideal, for instance, for
hauling a boat up a sloping
seawall because the boat will
not slip back one millimetre
once the strain has been
taken.

The Jockey costs less than
£25 and is made by Tirfor
Ltd., Halfway, Sheffield. It is

available complete or in stages.

"We ARE going to use a
tractor for towing ebriump
nets but we often get a lot
of fog here in the autumn.

"We should have a good
compass in case it comes
down when we are a long way
out on the banks.

"Do you know which is the
most suitable compass for use
in a tractor and where it is ob-
tainable?"

■ I understand from infor-
mation I have received from
shrimpers who use tractors in
the Ribble Estuary, that it is
practically impossible to in-
stall any type of compass
where it will not be affected
by magnetic influences from
the engine.

If you have a canopy over
yours, it is possible that a
Sestral No. 4021 compass,
designed for use in aircraft
and motorboats, may be the
most suitable for your pur-
pose.

It is very small — 2 1/2 in. (63.
5 mm) high, by 2 1/2 in. (63.2
mm) wide, by 1 1/2 in. (44.6
mm) in depth with a 1 1/2 in.
(28.6 mm) diameter — but
has correction facilities — but
has a spherical, liquid-
filled bowl with an edge-
reading card which means
that the driver could steer by
it if it were to be installed
within this vision, in the

obtainable direct or from
local chandlers.

Comper Components Ltd.,
Flostairs Works, Thurmonston
Lane, Leicester are national
wholesalers and can let you
know which chandlers stock
it.

If you have to haul your
boat up a height too great for
a Jockey and you would
prefer to use a conventional
hand winch, you may be able
to get a suitable one from
Davey and Co. Ltd., 88 West
India Dock Road, London,
E.14.

The firm can supply both
single and double purchase
winches in a variety of sizes.

Look before you leap

"I AM in process of fitting
out a 30 or 40 ft MFV and
want to get a suitable
echo sounder — radio
telephone — radar for
it.

"I am short of funds. What
would be best to get and
where can I get it?"

■ Inquiries of this nature
arrive in a steady stream and
are not easy to answer; the
cheapest instrument is
seldom the most suitable.

If you are faced with a
problem of this kind, I think
a better way of finding a solu-
tion to it than quizzing a
single individual is to get a
catalogue and price list from
a firm which deals in a wide
range of electronic equip-
ment.

Then you can compare
specifications and prices of
different makes of instru-
ment, and make a selection
which will suit your par-
ticular purposes and your
budget.

If for instance, you were to
get Greenham Marine's
Catalogue for 1976, you
would be able to compare

specifications as far from magnetic
influences as possible.

It is obtainable from Henry
Browne and Son Ltd., Seestral
House, Loxford Road, Bark-
ing, Essex.

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John Burgess' Log



on its staff with exten-
sive practical experience in
the use of marine elec-
tronic equipment.

"They are the boys who
tell you for sure whether
radio telephone or radar
think of buying will help
with the echo sounder you
determined to buy and
your expert advice on
things."

Their advice is likely
less biased than that of
agent who sells and se-
lects the products of a
manufacturer exclu-
sively and can be obtained
on instruments included in
catalogue which, I think
are all well illustrated.

The catalogue is obtain-
able from Greenham Marine,
Enesfco House, The G-
Pools, Dorset, price 25p.

The firm has consultants

GAS DETECTOR

IF YOU use Calor
(Butane) or Propane gas
for cooking and/or
heating in your boat and
have a 12 or 24 V elec-
trical system, a recently
introduced gas detector
may be of interest to you.

Known as the Gas Sentry
Mk. 2, it is specially designed
to comply with requirements
of the Fishing Vessels (Safe-
ty) Regulations 1975.

It consists of electronic
equipment incorporating

solid-state semi-conduc-
tor sensors, the conductivity
of which increases as much
as 20 times in the presence
of very small quantities of
gas.

This characteristic has
been harnessed to produce
a unit, audible alarm facili-
ties and a solenoid shut-
off valve.

If concentrations of
butane, propane or methane
gas, carbon monoxide, gas
vapour or diesel exhaust
fumes reach anywhere near
danger level near the sensor,
they will trigger the alarm
system.

A complete Gas Sentry
fit consists of a control unit
with audible alarm, two sen-
sors and a remote switch.
Detailed instructions for in-
stallation and operation are
supplied with each.

"We HAVE a 27 ft. boat
powered by an old 1000 cc
motorcycle petrol engine.

"Can you give me an ad-
dress in England where I
might be able to obtain one
for it?"

■ Hopwood, Cradley, 50
Mingham Road, Hopwood,
Near Alvechurch, Worcs.
B48 7TH. Tel: 0927 2111.
Supreme Marine, 100
Street, Oadby, Leics.
LE12 6JH. Tel: 0533 611111.

■ IF YOU have any questions
about boats, equipment, gear or
methods, John Burgess is always
prepared to try and answer them if
they are sent to him by post, or
addressed, and he will be glad to
reply.

Exhibition Focus...

Minister to open Ayr show

THE FOURTH Scottish
Fisheries Exhibition
will be opening next
month with a 'full
house'. All stand space
is reported to have
been sold for the show
which takes place at
Dam Park Hall, Ayr,
from April 28-May 2.

Over 100 companies from
home and overseas are tak-
ing part and 48,500 invitation
tickets have been sent out.

The show will be opened by
Hugh Brown, under-secretary
of State for Scotland with
special responsibilities for
fishing. Main sponsors of the
exhibition are the White Fish
Authority, Herring Industry
Board and the Highlands &

Islands Development Board.

The Fisheries Organisation
Society and the Scottish
Federation of Fishermen's
Co-operatives will jointly
run the Fishermen's Service
Store aimed at showing the
products of small companies.

Among the distinguished
guests at the show will be His
Worship the Mayor of
Halifax, Nova Scotia,
Canada, where next year's
World Fishing Exhibition is

due to be opened.

Mayor Edmund Morris,
representing New Scotland in
Old Scotland, will bring
details of the hospitality and
support his city will offer to
all those attending the 1977
World Fishing Exhibition.

Plans are going ahead for
the staging of the fishermen's
bowl on Saturday May 1.

A pre-view of exhibits at
the show will be given in
Fishing News on April 21.

FISHING AT PLYMOUTH

A BIG fishing action is
planned this year for the
fifth West Country Boat
Show to be held in
Plymouth, Devon, from
August 14-21. This
follows the postponement
of the highly successful
South of England
Fisheries Exhibition
(Cotch '75) staged for the
first time in Devon last
year.

To cope with this expan-
sion, a new 2-acre site has
been reserved near the city
centre in Plymouth. The show
will be under canvas and is
already attracting plenty of

interest from the industry.

The organisers, Plymouth
Incorporated Chamber of
Commerce, say that in addi-
tion to visitors from the UK a
large number are expected
from overseas.

The success of last year's
Cotch '75 exhibition, in
Plymouth, reflected the up-
swing in West Country
fishing. A repeat performance
is expected at Plymouth.

A pre-view of the show will
be given in Fishing News, when
we feature the West Country
industry in our August 6
issue.

Power display at Aberdeen

THERE'S a promise of
plenty of power at Aber-
deen next September.
With names like Cater-
pillar, Kelvin, Hunsdon,
Gardner, Lister, Marlin,
Dauntless, Rolla Royce
and Volvo taking part in
the Catch '76 exhibition
from September 15-21
the engine firms will be
out in force.

With six months to go,
already 80 per cent of the
original stand space has been
taken and the organisers,
Eagle Exhibition Consultants
Ltd., are adding on another
10,000 sq. ft.

Overseas firms will be
strongly represented with ex-
hibitors from Belgium, Den-
mark, Eire, France, Ger-
many, Holland, Iceland,
Norway and Sweden.

As a result of the expansion
of the show, a General Ser-
vices stand will be available
on which companies and
organisations, unable to have
their own individual stands,
will be represented.

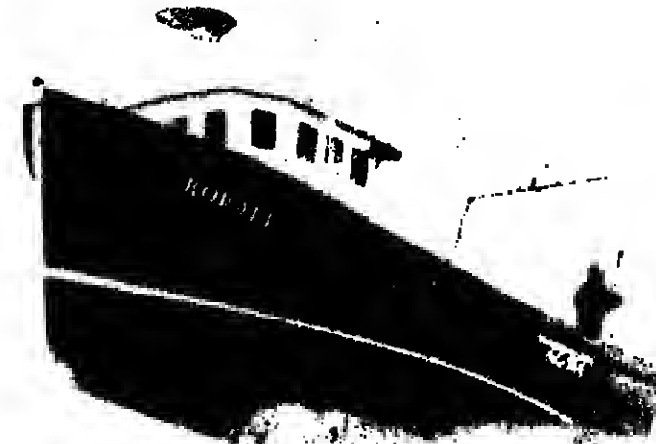
This will be manned by
staff of the Scottish Federa-
tion of Fishermen's Co-
operatives, although those us-
ing the facility may, if they
wish, also be represented by
their own personnel.

Details of a two-day con-
ference to be held in
Aberdeen's Bech Ballroom,
during the exhibition, are now
being discussed.

A summary of topics for
the conference are now being
drawn up. A pre-view of ex-
hibits will be given in Fishing
News, September 10.

Anglo-Dansk Marine
Engineering Co. Ltd.
Refitment Lane, Fish Ocker, Grimsby
Telephone 514576. Telex 537223.

Anglo-Dansk Marine
Engineering Co. Ltd.
Refitment Lane, Fish Ocker, Grimsby
Telephone 514576. Telex 537223.



Recalling some of the
stories which appeared in our
columns this week 50 years
ago.

LARGE quantities of
flounders with
'blackberry-shaped' or
'tunnies' caught off
Ireland.

FIRST motor trawler
arrives at Aberdeen called
Cotch, this German
vessel is fitted with
Deisel-Linken, four-
stroke engine, producing
a speed of 12 knots.

GOVERNMENT states
that no person under 18
shall be employed as a
trawler or stoker on
board a trawler.

SEEN proving herself during
trials in gales off Cornwall
earlier this month is the first
stern trawler in a big order
Cyprus Marine has won from
Sweden. Korol is a slightly
modified version of the Cyprus
GM32 GRP standard fishing
vessel built at Falmouth and
designed by Gary Mitchell. She
is powered by a Ford 108hp
diesel with a 3:1 reduction
PRM gearbox and her main
winch is a Smallwood 3-ton
unit with extra large flanges.

The boat has a propeller in-
spection tube, combined
ice/fishroom, hanging and dock
blacks by Spencer Carter, plus
Kendall Graphette fish finder
and Seascan radar. The

British Tourist Board.

A pre-completed 32-footer was
recently delivered to Whitby,
Yorkshire owner, Denis
Wingspur, with aid from the

British Tourist Board.

British Tourist Board.

British Tourist Board.

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News - from Fishing News Books

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FARNHAM, SURREY

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NEW 1976 CATALOGUE

is now available listing in detail over sixty new, forthcoming and
established titles on all aspects of commercial fishing, as well as
fish farming and freshwater subjects. Just complete the coupon
below and send it to the address shown — we will send you a copy
by return — FREE OF CHARGE.

TO: Fishing News Books Ltd., 1 Long Garden Walk, Farnham,
Surrey.

Please send, free of charge, your new 1976 Catalogue.

NAME

ADDRESS

.....

.....

.....

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Catches and Prices

GRIMSBY

£46,282: Lord Beatty, BUT (Sk. D. Scott), 2,733 kits, NS, 21 days.
 £45,752: William Wilberforce, Boston (Sk. A. Dennison), 2,171 kits, NS, 22 days.
 £12,796: Ross Rodney, BUT (Sk. G. Carsberg), 1,853 kits, 1, 23 days.
 £27,796: Boston Concord, Boston (Sk. W. G. Ball), 1,554 kits, 1, 22 days.
 £25,507: Huddersfield Town, Consolidated (Sk. F. Kirby), 1,399 kits, 1, 22 days.
 £23,908: Natts Forest, Consolidated (Sk. J. Harris), 1,377 kits, 1, 22 days.
 £21,591: Ross Kipling, BUT (Sk. W. Ferrand), 1,272 kits, 1, 23 days.
 £21,103: Blackburn Rovers, Consolidated (Sk. E. Cotton), 1,163 kits, 1, 24 days.
 £21,033: Vianova, BUT (Sk. F. W. Gray), 1,177 kits, 1, 21 days.
 £21,000: Carlisle, Consolidated (Sk. K. Heran), 1,256 kits, 1, 22 days.
 £20,544: Ross Kashmir, BUT (Sk. J. Pratten), 1,181 kits, 1, 23 days.
 £17,682: Boston Kestrel, Boston (Sk. W. Nutton), 1,014 kits, 1, 23 days.

Middle water

£15,686: Ross Cougar, BUT (Sk. J. Major), 931 kits, 15 days.
 £14,713: Lucerne, Lindsey (Sk. R. Penketh), 872 kits, 15 days.
 £12,081: Ross Leopard, BUT (Sk. J. Brawn), 770 kits, 15 days.
 £11,844: Ross Jackal, BUT (Sk. J. McCarthy), 659 kits, 16 days.
 £11,108: Kyoto, Taylor (Sk. F. Gilchrist), 722 kits, 15 days.

Somers

£11,078: Kesteven, Sleight (Sk. J. Olesen), 265 kits, NS, 18 days.
 £10,038: Gladness, Allard Hewson (Sk. Jorgen Olesen), 318 kits, NS, 20 days.
 £4,967: Fourseas, Sleight (Sk. O. Thinnesen), 256 kits, NS, 16 days.
 £4,821: Olbek, Richardson (Sk. C. Thomaen), 214 kits, NS, 10 days.
 £4,619: Britta, Richardson (Sk. M. Irvine), 212 kits, NS, 22 days.
 £4,225: Pacemaker, Sleight (Sk. N. Moller), 219 kits, NS, 17 days.

Pair Teams

£10,386: Frances Bajen, (Sk. J. Richardson), 593 kits, and £10,022: Margrethe Bojen (Sk. Jens Bojen), 584 kits, both Sleight, NS, 11 days.
 £5,729: Paul Antony, Richardson (Sk. F. Josefsen), 329 kits, and £5,003: Laurids Skomager, Sleight (Sk. Jorgen Bojen), 260 kits, both NS, 15 days.
 £4,575: Saimantha, (Sk. H. Thinnesen), 225 kits, and £1,485: Tino, (Sk. P. Thinnesen), 200 kits, both Richardson, NS, 18 days.
 £3,488: Anna Michelle, (Sk. M. Josefsen), 174 kits, and £3,210: Sonia Jane, (Sk. D. Sorensen), 143 kits, both Sleight, NS, 13 days.

HULL

£51,444: C. S. Forester, Newington (Sk. J. Atkinson), 2,888 kits, NS, 23 days.
 £47,226: Arctic Cavalier, Boyd (Sk. W. Boyle), 3,087 kits, WS, 25 days.
 £39,090: Arctic Ranger, Boyd (Sk. C. Walker), 2,350 kits, WS, 23 days.
 £35,758: St. Gerontius, Hamling (Sk. J. R. Nelson), 2,112 kits, NS, 23 days.
 £34,924: Somerset Maugham, Newington (Sk. E. Waldrigal), 2,275 kits, NS, 21 days.
 £34,734: Lord St. Vincent, BUT (Sk. B. Turner), 2,174 kits, NS, 20 days.
 £31,612: St. Giles, Hamling (Sk. D. Platten), 2,139 kits, NS, 31 days.
 £28,773: Ross Orion, BUT (Sk. A. Oaler), 1,476 kits, 1, 21 days.
 £22,751: Barnsley, Consolidated (Sk. J. Turrell), 1,193 kits, 1, 20 days.
 £19,991: Primella, Marr (Sk. M. Patterson), 1,168 kits, 1, 21 days.

Somers

£9,416: Kronborg, Boston (Sk. H. Dam), 293 kits, NS, 20 days.
 £8,259: Lindenberg, Boston (Sk. O. Jensen), 270 kits, NS, 18 days.
 £4,461: Guldberg, Boston (Sk. M. Jansen), 193 kits, NS, 21 days.
 £2,296: Visborg, Boston (Sk. V. Jensen), 200 kits, NS, 21 days.

£3,816: Christiansborg, Boston (Sk. E. Dam), 173 kits, NS, 21 days.
 £1,689: Vikingborg, Boston (Sk. P. Jensen), 168 kits, NS, 21 days.
 £2,643: Arnborg, Boston (Sk. G. Jonnasen), 126 kits, NS, 22 days.

FLEETWOOD, Iceland

£22,905 Boston Beverley, Boston (Sk. H. McMillan), 1,234 kits, 25 days.
 £21,209: Ella Hewett, Hewett (Sk. J. J. Buckley), 1,230 kits, 22 days.
 £18,647: Wyre Conqueror, Wyre (Sk. J. Newsham), 1,050 kits, 22 days.
 £15,514: Idena, Marr (Sk. B. Burley), 914 kits, 21 days.
Home water
 £9,432: Boston Marauder, Boston (Sk. A. Middleton), 658 kits, 15 days.
 £8,805: David Wilson, Hazael (Sk. P. Bedford), 356 kits, 12 days.
 £4,047: Royalist, Hewett (Sk. K. Bevers), 250 kits, 14 days.

Near water

£1,593: Resound, Ward, 180 kits, 8 days.
 £2,405: Stearbank, Ward, 118 kits, 13 days.
 £1,866: Deevale, Bird, 93 kits, 15 days.
 £1,239: R. G. Maurice, Bloomfield, 51 kits, 7 days.
 £1,293: Forrards, Ward, 66 kits, 13 days.

ABERDEEN

£27,143: Ben Asdale, Irvin (Sk. J. Gowie), 1,906 kits, B, 21 days.
 £20,850: Ben Bhackie, Irvin (Sk. W. Fry), 1,317 kits, BS, 23 days.
 £15,517: Ben Goirn, Irvin (Sk. P. Beattie), 727 kits, F, 15 days.
 £11,899: Moureen June, Wood (Sk. T. Tynlar), 650 kits, F, 15 days.
 £13,660: Admiral Nelson, Wood (Sk. R. Pirie), 872 kits, WS, 14 days.
 £11,447: Strathisla, Brucewood (Sk. G. Thomson), 636 kits, WS, 11 days.

LOWESTOFT

£11,098: Suffolk Harvester, Hobson (Sk. R. Reynolds), 501 kits, NS, 12 days.
 £9,619: Saifa, East Coast (Sk. B. Bowler), 471 kits, NS, 12 days.
 £4,950: St. David's, East Coast (Sk. J. Harper), 380 kits, NS, 12 days.
 £4,690: Yoxford Queen, Talisman (Sk. C. Reeder), 377 kits, NS, 12 days.
 £4,305: Chadleigh, Boston (Sk. B. Turner), 346 kits, NS, 12 days.
 £3,192: Boston Wasp, Boston (Sk. J. Swotman), 366 kits, NS, 12 days.

GRANTON

£7,598: Arctic Crusader, Liston (Sk. J. Robb), 639 cwt., NS, 13 days.

NORTH SHIELDS

£11,564: Ben Chourn, Irvin (Sk. T. F. Jamison), 39,763 kilos, F, 18 days.
 £8,577: Ben Glas, Irvin (Sk. S. Sheader), 25,057 kilos, NS, 13 days.
 £6,014: Ben Vuria, Irvin (Sk. R. Sheader), 18,890 kilos, NS, 13 days.
 £2,275: Conmorran, Irvin (Sk. N. Morse), 8,825 kilos, NS.
 £1,248: Christine Nielsen, Irvin (Sk. D. Ellis), 3,296 kilos, NS.
 £1,235: Conmorran, Irvin (Sk. N. Morse), 3,330 kilos, NS.
 £1,500: Emulate, Associated (Sk. A. Wyse), 4,482 kilos, NS, 2 days.
 £1,067: Margaret Clarke, Associated (Sk. D. Clarke), 5,072 kilos, NS, 3 days.
 £930: Prince Igor, Associated (Sk. R. Casson), 1,066 kilos, NS, 3 days.
 £680: Seglem, Associated (Sk. A. C. Hunter), 490 kilos, NS.

MILFORD HAVEN

£3,003: Bryher, Norrard (Sk. A. Jamas), 108 kits, 9 days.
 £2,858: Westerdale, Norrard (Sk. F. Reynolds), 79 kits, 13 days.
 £2,830: Georgina Wilson, Jones (Sk. T. Smith), 117 kits, 10 days.
 £2,235: Arthur Harvey, Kerr (Sk. J. Donovan), 53 kits, 7 days.

HUMBER VESSELS DUE

GRIMSBY

Expected during the week from
 Iceland: Boston Concord, Boston (Sk. W. G. Ball), 1,554 kits, 1, 22 days.
 HULL
 Expected during the week from
 Iceland and Norway: Lord Beatty, BUT (Sk. D. Scott), 2,733 kits, NS, 21 days.

PORT MARKETS

MONDAY

MARCH 28th

GRIMSBY

A fair supply of 5,370 kits from 11 ships met a good demand. Prices: cod, £2.30/£2.40; haddock, £1.60/£1.70; mackerel, £1.40/£1.50; whiting, £1.20/£1.30; sole, £1.10/£1.20; plaice, £1.00/£1.10; turbot, £1.80/£1.90; salmon, £1.50/£1.60; trout, £1.40/£1.50; sea bass, £1.30/£1.40; monkfish, £1.20/£1.30; scallops, £1.10/£1.20; prawns, £1.00/£1.10; squid, £0.90/£1.00; mussels, £0.80/£0.90; oysters, £0.70/£0.80; clams, £0.60/£0.70; cockles, £0.50/£0.60; periwinkles, £0.40/£0.50; limpets, £0.30/£0.40; sea urchins, £0.20/£0.30; starfish, £0.10/£0.20; sea cucumbers, £0.05/£0.10; sea hares, £0.02/£0.03; sea snails, £0.01/£0.02.

HULL

1,300 kits from four distant water vessels. Prices range for 10 stone kit, heads on: shelf cod, £1.70/£1.80; shelf haddock, £1.10/£1.20; shelf mackerel, £0.90/£1.00; shelf whiting, £0.80/£0.90; shelf sole, £0.70/£0.80; shelf plaice, £0.60/£0.70; shelf turbot, £1.20/£1.30; shelf salmon, £1.00/£1.10; shelf trout, £0.90/£1.00; shelf sea bass, £0.80/£0.90; shelf monkfish, £0.70/£0.80; shelf scallops, £0.60/£0.70; shelf prawns, £0.50/£0.60; shelf squid, £0.40/£0.50; shelf mussels, £0.30/£0.40; shelf oysters, £0.20/£0.30; shelf clams, £0.10/£0.20; shelf cockles, £0.05/£0.10; shelf periwinkles, £0.02/£0.03; shelf limpets, £0.01/£0.02; shelf sea urchins, £0.005/£0.01; shelf starfish, £0.002/£0.003; shelf sea cucumbers, £0.001/£0.002; shelf sea hares, £0.0005/£0.001; shelf sea snails, £0.0001/£0.0002.

FLEETWOOD

Prices: English shelf cod, £2.20/£2.30; haddock, £1.50/£1.60; mackerel, £1.30/£1.40; whiting, £1.10/£1.20; sole, £1.00/£1.10; plaice, £0.90/£1.00; turbot, £1.80/£1.90; salmon, £1.50/£1.60; trout, £1.40/£1.50; sea bass, £1.30/£1.40; monkfish, £1.20/£1.30; scallops, £1.10/£1.20; prawns, £1.00/£1.10; squid, £0.90/£1.00; mussels, £0.80/£0.90; oysters, £0.70/£0.80; clams, £0.60/£0.70; cockles, £0.50/£0.60; periwinkles, £0.40/£0.50; limpets, £0.30/£0.40; sea urchins, £0.20/£0.30; starfish, £0.10/£0.20; sea cucumbers, £0.05/£0.10; sea hares, £0.02/£0.03; sea snails, £0.01/£0.02.

LOWESTOFT

Prices: large cod, £2.00/£2.10; large haddock, £1.40/£1.50; large mackerel, £1.20/£1.30; large whiting, £1.00/£1.10; large sole, £0.90/£1.00; large plaice, £0.80/£0.90; large turbot, £1.60/£1.70; large salmon, £1.40/£1.50; large trout, £1.30/£1.40; large sea bass, £1.20/£1.30; large monkfish, £1.10/£1.20; large scallops, £1.00/£1.10; large prawns, £0.90/£1.00; large squid, £0.80/£0.90; large mussels, £0.70/£0.80; large oysters, £0.60/£0.70; large clams, £0.50/£0.60; large cockles, £0.40/£0.50; large periwinkles, £0.30/£0.40; large limpets, £0.20/£0.30; large sea urchins, £0.10/£0.20; large starfish, £0.05/£0.10; large sea cucumbers, £0.02/£0.03; large sea hares, £0.01/£0.02; large sea snails, £0.005/£0.01.

MILFORD HAVEN

Prices: cod, £1.80/£1.90; haddock, £1.20/£1.30; mackerel, £1.00/£1.10; whiting, £0.90/£1.00; sole, £0.80/£0.90; plaice, £0.70/£0.80; turbot, £1.50/£1.60; salmon, £1.30/£1.40; trout, £1.20/£1.30; sea bass, £1.10/£1.20; monkfish, £1.00/£1.10; scallops, £0.90/£1.00; prawns, £0.80/£0.90; squid, £0.70/£0.80; mussels, £0.60/£0.70; oysters, £0.50/£0.60; clams, £0.40/£0.50; cockles, £0.30/£0.40; periwinkles, £0.20/£0.30; limpets, £0.10/£0.20; sea urchins, £0.05/£0.10; starfish, £0.02/£0.03; sea cucumbers, £0.01/£0.02; sea hares, £0.005/£0.01; sea snails, £0.001/£0.002.

BILLINGSGATE

ON TUESDAY 244 tons were delivered. Average selling prices on merchants' stalls: Salmon, Scotch, £2.20/£2.40; Irish, £1.90/£2.10; salmon trout, £1.10/£1.30; sole, tongues, 36p/45p; plaice, 50p/70p; mackerel, 90p/£1.45; large, 90p/£1.30; sea, 80p/90p; foreign smoked salmon, £1.80/£2.00; large turbot, £1.30/£1.40; medium, £1.70/£1.80; small, £1.50/£1.60; large brill, £1.70/£1.80; medium, £1.40/£1.50; small, £1.20/£1.30; Danish plaice, 1lb-1.10, 2lb-1.20, 3lb-1.30, 4lb-1.40, 5lb-1.50; large and medium haddock, £1.10/£1.20; small, £0.90/£1.00; selected lemon sole, £1.20/£1.30; large whiting, £1.10/£1.20; small, £0.90/£1.00; English dogfish, large, £0.80/£0.90; mackerel, £1.80/£2.00; fresh herrings, £2.00/£2.30; London cured dry haddock, £0.80/£0.90; fry fillets, 50p/60p; golden cutlets, 45p/50p; selected kipper, £2.50/£2.80, per stone.

Shellfish

SELECTED lobsters, £2/£3.00; unselected, £2.80/£3.00; crabs, 10p/12p; 30p/40p; 40p/50p; 50p/60p; 60p/70p; 70p/80p; 80p/90p; 90p/100p; 100p/110p; 110p/120p; 120p/130p; 130p/140p; 140p/150p; 150p/160p; 160p/170p; 170p/180p; 180p/190p; 190p/200p; 200p/210p; 210p/220p; 220p/230p; 230p/240p; 240p/250p; 250p/260p; 260p/270p; 270p/280p; 280p/290p; 290p/300p; 300p/310p; 310p/320p; 320p/330p; 330p/340p; 340p/350p; 350p/360p; 360p/370p; 370p/380p; 380p/390p; 390p/400p; 400p/410p; 410p/420p; 420p/430p; 430p/440p; 440p/450p; 450p/460p; 460p/470p; 470p/480p; 480p/490p; 490p/500p; 500p/510p; 510p/520p; 520p/530p; 530p/540p; 540p/550p; 550p/560p; 560p/570p; 570p/580p; 580p/590p; 590p/600p; 600p/610p; 610p/620p; 620p/630p; 630p/640p; 640p/650p; 650p/660p; 660p/670p; 670p/680p; 680p/690p; 690p/700p; 700p/710p; 710p/720p; 720p/730p; 730p/740p; 740p/750p; 750p/760p; 760p/770p; 770p/780p; 780p/790p; 790p/800p; 800p/810p; 810p/820p; 820p/830p; 830p/840p; 840p/850p; 850p/860p; 860p/870p; 870p/880p; 880p/890p; 890p/900p; 900p/910p; 910p/920p; 920p/930p; 930p/940p; 940p/950p; 950p/960p; 960p/970p; 970p/980p; 980p/990p; 990p/1000p; 1000p/1010p; 1010p/1020p; 1020p/1030p; 1030p/1040p; 1040p/1050p; 1050p/1060p; 1060p/1070p; 1070p/1080p; 1080p/1090p; 1090p/1100p; 1100p/1110p; 1110p/1120p; 1120p/1130p; 1130p/1140p; 1140p/1150p; 1150p/1160p; 1160p/1170p; 1170p/1180p; 1180p/1190p; 1190p/1200p; 1200p/1210p; 1210p/1220p; 1220p/1230p; 1230p/1240p; 1240p/1250p; 1250p/1260p; 1260p/1270p; 1270p/1280p; 1280p/1290p; 1290p/1300p; 1300p/1310p; 1310p/1320p; 1320p/1330p; 1330p/1340p; 1340p/1350p; 1350p/1360p; 1360p/1370p; 1370p/1380p; 1380p/1390p; 1390p/1400p; 1400p/1410p; 1410p/1420p; 1420p/1430p; 1430p/1440p; 1440p/1450p; 1450p/1460p; 1460p/1470p; 1470p/1480p; 1480p/1490p; 1490p/1500p; 1500p/1510p; 1510p/1520p; 1520p/1530p; 1530p/1540p; 1540p/1550p; 1550p/1560p; 1560p/1570p; 1570p/1580p; 1580p/1590p; 1590p/1600p; 1600p/1610p; 1610p/1620p; 1620p/1630p; 1630p/1640p; 1640p/1650p; 1650p/1660p; 1660p/1670p; 1670p/1680p; 1680p/1690p; 1690p/1700p; 1700p/1710p; 1710p/1720p; 1720p/1730p; 1730p/1740p; 1740p/1750p; 1750p/1760p; 1760p/1770p; 1770p/1780p; 1780p/1790p; 1790p/1800p; 1800p/1810p; 1810p/1820p; 1820p/1830p; 1830p/1840p; 1840p/1850p; 1850p/1860p; 1860p/1870p; 1870p/1880p; 1880p/1890p; 1890p/1900p; 1900p/1910p; 1910p/1920p; 1920p/1930p; 1930p/1940p; 1940p/1950p; 1950p/1960p; 1960p/1970p; 1970p/1980p; 1980p/1990p; 1990p/2000p; 2000p/2010p; 2010p/2020p; 2020p/2030p; 2030p/2040p; 2040p/2050p; 2050p/2060p; 2060p/2070p; 2070p/2080p; 2080p/2090p; 2090p/2100p; 2100p/2110p; 2110p/2120p; 2120p/2130p; 2130p/2140p; 2140p/2150p; 2150p/2160p; 2160p/2170p; 2170p/2180p; 2180p/2190p; 2190p/2200p; 2200p/2210p; 2210p/2220p; 2220p/2230p; 2230p/2240p; 2240p/2250p; 2250p/2260p; 2260p/2270p; 2270p/2280p; 2280p/2290p; 2290p/2300p; 2300p/2310p; 2310p/2320p; 2320p/2330p; 2330p/2340p; 2340p/2350p; 2350p/2360p; 2360p/2370p; 2370p/2380p; 2380p/2390p; 2390p/2400p; 2400p/2410p; 2410p/2420p; 2420p/2430p; 2430p/2440p; 2440p/2450p; 2450p/2460p; 2460p/2470p; 2470p/2480p; 2480p/2490p; 2490p/2500p; 2500p/2510p; 2510p/2520p; 2520p/2530p; 2530p/2540p; 2540p/2550p; 2550p/2560p; 2560p/2570p; 2570p/2580p; 2580p/2590p; 2590p/2600p; 2600p/2610p; 2610p/2620p; 2620p/2630p; 2630p/2640p; 2640p/2650p; 2650p/2660p; 2660p/2670p; 2670p/2680p; 2680p/2690p; 2690p/2700p; 2700p/2710p; 2710p/2720p; 2720p/2730p; 2730p/2740p; 2740p/2750p; 2750p/2760p; 2760p/2770p; 2770p/2780p; 2780p/2790p; 2790p/2800p; 2800p/2810p; 2810p/2820p; 2820p/2830p; 2830p/2840p; 2840p/2850p; 2850p/2860p; 2860p/2870p; 2870p/2880p; 2880p/2890p; 2890p/2900p; 2900p/2910p; 2910p/2920p; 2920p/2930p; 2930p/2940p; 2940p/2950p; 2950p/2960p; 2960p/2970p; 2970p/2980p; 2980p/2990p; 2990p/3000p; 3000p/3010p; 3010p/3020p; 3020p/3030p; 3030p/3040p; 3040p/3050p; 3050p/3060p; 3060p/3070p; 3070p/3080p; 3080p/3090p; 3090p/3100p; 3100p/3110p; 3110p/3120p; 3120p/3130p; 3130p/3140p; 3140p/3150p; 3150p/3160p; 3160p/3170p; 3170p/3180p; 3180p/3190p; 3190p/3200p; 3200p/3210p; 3210p/3220p; 3220p/3230p; 3230p/3240p; 3240p/3250p; 3250p/3260p; 3260p/3270p; 3270p/3280p; 3280p/3290p; 3290p/3300p; 3300p/3310p; 3310p/3320p; 3320p/3330p; 3330p/3340p; 3340p/3350p; 3350p/3360p; 3360p/3370p; 3370p/3380p; 3380p/3390p; 3390p/3400p; 3400p/3410p; 3410p/3420p; 3420p/3430p; 3430p/3440p; 3440p/3450p; 3450p/3460p; 3460p/3470p; 3470p/3480p; 3480p/3490p; 3490p/3500p; 3500p/3510p; 3510p/3520p; 3520p/3530p; 3530p/3540p; 3540p/3550p; 3550p/3560p; 3560p/3570p; 3570p/3580p; 3580p/3590p; 3590p/3600p; 3600p/3610p; 3610p/3620p; 3620p

Telex: 21977
Sysmaga

All classified advertisements for our April 23rd issue must reach this office no later than THURSDAY, APRIL 15th.

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